## RTIP ID# (required) RIV091208

**TCWG Consideration Date** November 2011

Project Description (clearly describe project)

The proposed project would install a new traffic signal at the intersection of Jackson Street and Dillon Avenue/Market Street. The proposed project would also install a wireless interconnection among this new traffic signal and two adjacent existing traffic signals at the Jackson Street intersections with Avenue 44 and Avenue 45. The length of the corridor is approximately one mile long along Jackson Street. The proposed project is located in the City of Indio, California (attached two figures, Figure 1-1 and Figure 1-2, show the regional context and location map of the proposed project).

The proposed project would not increase roadway capacity and would not alter the local transportation system. The proposed project would not require the acquisition of new right-of-way and would not require construction easements or utility relocations along Jackson Street.

Type of Pro	oject (use	e Table 1 d	on instructio	n she	eet)						
Intersection	n Signa	lization									
County	Narrat	ive Locat	tion/Route	& P	ost miles	Intersect	ior	n of Jackson S	tree	t and I	Dillon
Riverside	Avenu	ie/Marke	et Street in	the	City of In	idio in R	ive	erside County,	Cal	ifornia	a.
	Caltra	ns Projec	cts – EA #	or F	ederal Pro	ject# I	P	N CML 5275	(022	2)	
Lead Agen	cy: Calt	rans Dist	trict 8								
Contact Pe			hone#			Fax#					Email
Tom Rafferty, P.E.			760) 391-	4017	7	(760) 3	42	-6590		traffe	rty@indio.org
City of Ind	io	E	Ext. 4270								
Hot Spot P	ollutant	of Conce	ern (check	one	or both) PI	VI2.5 F	M	10 X			
Federal Ac	tion for	which Pr	oject-Leve	el PN	/ Conform	ity is Ne	ede	ed (check appr	opria	te box,	)
X Categori Exclusion (NEPA)	cal	EA or D	raft EIS	FO	NSI or Fin	al EIS		PS&E or Construction			Other
Scheduled	Date of	Federal A	Action: De	ec 20	011						
NEPA Dele	gation –	Project	Type (che	ck ap	opropriate l	box)					
Exempt			X Section Exemp		6004 – Cat	egorical		Section 6005 Exemption	- N	on-Cat	tegorical
Current Pro	ogramm	ing Dates	<b>s</b> (as appro	opria	te)						
	PE/Env	/ironmen	ıtal		ENG			ROW	<b>V</b>		CON
Start	NA				NA		NA				2011
End	NA				NA			NA			2012

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## Project Purpose and Need (Summary): (attach additional sheets as necessary)

The purpose of the project is to improve traffic safety at the intersection of Jackson Street and Dillon Avenue/Market Street by installing a new traffic signal. Signal synchronization of the proposed project would also improve the traffic flow and would be beneficial for motorists traveling along Jackson Street.

## **Surrounding Land Use/Traffic Generators** (especially effect on diesel traffic)

The vicinity of the proposed project consists of light commercial lands. The northwest corner of the intersection of Jackson Street and Dillon Avenue/Market Street is currently vacant. A DMV facility is at the northeast corner of the subject intersection. Retail stores are located at the southeast and southwest corners of the subject intersection.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

2012 No Build, Jackson Street, LOS = A, ADT = 16,005, Truck ADT = 640 (4%) 2012 Build, Jackson Street, LOS = A, ADT = 16,005, Truck ADT = 640 (4%)

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

2035 No Build, Jackson Street, LOS = C, ADT = 26,000, Truck ADT = 1,040 (4%) 2035 Build, Jackson Street, LOS = C, ADT = 26,000, Truck ADT = 1,040 (4%)

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross street AADT, % and # trucks, truck AADT

2012 No Build, Dillon Avenue/Market Street, LOS = A, ADT = 3,920, Truck ADT = 235 (6%) 2012 Build, Dillon Avenue/Market Street, LOS = A, ADT = 3,920, Truck ADT = 235 (6%)

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross street AADT, % and # trucks, truck AADT

2035 No Build, Dillon Avenue/Market Street, LOS = A, ADT = 6,370, Truck ADT = 380 (6%) 2035 Build, Dillon Avenue/Market Street, LOS = A, ADT = 6,370, Truck ADT = 380 (6%)

Note: The traffic volumes on Dillon Avenue are higher than those on Market Street; therefore, the traffic volumes on Dillon Avenue are used in the analysis.

Describe potential traffic redistribution effects of congestion relief (impact on other facilities)

See attached

**Comments/Explanation/Details** (attach additional sheets as necessary)

See attached

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PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation (Attachment)

## PM10 Analysis

The proposed project is located the Coachella Valley, a nonattainment area for the federal PM10 standard. The Environmental Protection Agency (EPA) defines five types of projects that are considered to be a Project of Air Quality Concern (POAQC). A PM hot spot analysis is required for a POAQC that is located in a nonattainment or maintenance area for the federal PM10 or PM2.5 standard. Table 1 provides comparison of the proposed project with the EPA's definition of a POAQC.

Table 1

	EPA Definition of a POAQC	Proposed Project
	-	
1	New or expanded highway projects that have a significant number of or significant increase in diesel vehicles (defined as greater than 125,000 Annual Average Daily Traffic (AADT) and 8% or more of such AADT is diesel truck traffic)	The proposed project is not a new or expanded highway project. The proposed project is an intersection signalization project that would not increase the capacity of Jackson Street, Market Street, and Dillon Avenue. This type of project improves intersection operations and safety by reducing traffic congestion and improving turning movements. Based on the traffic study (Kimley-Horn and Associates, Inc., 2011), the proposed project would not increase traffic volumes and would not exceed the 125,000 average daily traffic trips threshold for a POAQC. The truck percentage at the project area would be 6% or less, which would be less than the 8% threshold for a POAQC.
2	Projects affecting intersections that are at a Level of Service D, E, F, with a significant number of diesel vehicles, or that that will change to Level of Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project	The proposed project does not affect intersections that are at LOS D, E, or F with a significant number of diesel vehicles. The purpose of the project is to improve traffic turning movements at the intersection of Jackson Street and Dillon Avenue/Market Street by installing a new traffic signal. Signal synchronization of the proposed project would also improve the traffic flow along Jackson Street. Table 2 presents the intersection operation analysis results derived from the traffic study by Kimley-Horn and Associates, Inc. (2011). As show in Table 2, each of the intersections would operate at an acceptable LOS during existing (2011), opening year (2012), and horizon year (2035) conditions with the proposed project.
3	New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location	The proposed project is not a new bus and rail terminal and transfer point project.
4	Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location	The proposed project is not an expanded bus and rail terminal and transfer point project.
5	Projects in or affecting locations, areas, or categories of sites which are identified in the PM2.5 or PM10 implementation plan or implementation plan submission, as appropriate, as sites of possible violation.	The project is not in a location that is identified as a site of possible PM10 violation.

**Table 2 Intersection Operation Analysis Results** 

			EXISTIN (2011	G	EXIST WITH PI				
	INTERSECTION	PEAK	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	∆ (d)	IMPACT?	
Ave 44 & Jackson St		AM	8.4	Α	13.6	В	5.3	NO	
		PM	10.4	В	13.0	В	2.6	NO	
Dille	on Ava / Market St 9 Jackson St (a)	AM	20.9	С	14.3	В	-6.6	NO	
וווט	on Ave/ Market St & Jackson St (c)	PM	89.7	F	19.9	В	-69.8	NO	
Ave	45	AM	14.6	В	14.5	В	-0.1	NO	
& Ja	ickson St	PM	11.5	В	10.6	В	-0.9	NO	
			2012 BASE	LINE	201 WITH PI				
	INTERSECTION	PEAK	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	∆ (d)	IMPACT?	
1	Ave 44	AM	8.5	А	13.5	В	5.0	NO	
1	& Jackson St	PM	10.7	В	12.9	В	2.2	NO	
2			22.5	С	14.2	В	-8.3	NO	
	Dillon Ave/ Market St & Jackson St (c)	PM	97.2	F	20.4	С	-76.8	NO	
3	Ave 45	AM	14.5	В	14.4	В	-0.1	NO	
3	& Jackson St	PM	11.6	В	10.7	В	-0.9	NO	
			2035 BASELINE WITH PR						
	INTERSECTION	PEAK	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	∆ (d)	IMPACT?	
1	Ave 44	AM	12.3	В	14.6	В	2.3	NO	
1	& Jackson St	PM	56.5	E	53.4	D	-3.1	NO	
2	Dillon Ava / Market St 9 Jackson St /-)	AM	167.4	F	17.7	В	-149.7	NO	
-	Dillon Ave/ Market St & Jackson St (c)	PM	447.9	F	32.4	С	-415.5	NO	
3	Ave 45	AM	19.3	В	22.0	С	2.7	NO	
3	& Jackson St	PM	16.8	В	16.0	В	-0.8	NO	

Notes: (Source: Traffic Study by Kimley-Horn and Associates, Inc. 2011)

**Bold** values indicate intersections operating at LOS E or F.

The comparison of the proposed project with the EPA's definition of a POAQC shows that the proposed project is not a POAQC; therefore a PM hot-spot analysis is not required.

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<sup>(</sup>a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle.

<sup>(</sup>b) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 7.0

<sup>(</sup>c) Synchro and HCM methodology are not capable of analyzing the intersection geometrics that exist at this intersection when it is an all-way stop controlled intersection. The results shown for Baseline Conditions are worse than what is expected to occur, as the analysis must assume fewer lanes than are actually available. For the With Project Conditions, the intersection is signalized and can analyze the actual intersection geometrics.

<sup>(</sup>d) Change in delay due to addition of project. Project consists of signalizing the intersection of Market St/Dillon Ave & Jackson St, as well as implementing coordination of the three study intersections

CITY OF INDIO
VICINITY MAP
JACKSON STREET TRAFFIC SIGNAL INTERCONNECT & INSTALLATION





CITY OF INDIO
LOCATION MAP
JACKSON ST TRAFFIC SIGNAL INTERCONNECT AND INSTALLATION





\$ In Thousands



200	)8	RΠ	ГΙР

2008 RTIP														
ProjectID	County	Air Basin		RTP ID		Program	Route	Begin	End	System	Conformity Cate	egory	Amend	
RIV050503	Riverside	SSAB		RIV050503		NCR30				L	EXEMPT		0	
								PTC	304	Agency	INDIO			
CVAG PM-1	10 PROGRAM	PHASE 5: IN ITHE	CITY OF	INDIO - PAV	E EXIST	ING CITY	OWNE	ED DIRT P	ARKING LO	Γ AT NOR	THWEST COR	RNER OF D	R. CARREON	BLVD
AND BRIST	OL ST													
Fund		ENG	R/W	CON	Total	Prior		2008/2009	2009/2010	2010/20	011 2011/2012	2012/2013	2013/2014	Tota
CMAQ		54		215	269			215						269
CITY FUNDS		7		28	35			28						35
RIV050503 To	otal	61	-	243	304	61		243						304
ProjectID	County	Air Basin		RTP ID		Program	Route	Begin	End	System	Conformity Cate	egory	Amend	
RIV050504	Riverside	SSAB		RIV050504		NCR30				L	EXEMPT		0	
								PTC	175	Agency	INDIO			
CVAG PM-1	10 PROGRAM	PHASE 5: IN THE C	CITY OF	INDIO - PAVE	EXIST	ING CITY (	OWNE	D DIRT PA	RKING LOT	AT SOUT	THWEST COR	NER OF MI	LES AVE AN	D KING
ST														
Fund		ENG	R/W	CON	Total			2008/2009	2009/2010	2010/20	2011/2012	2012/2013	2013/2014	Tota
CMAQ		31		124	155			124						155
CITY FUNDS		4		16	20			16						20
RIV050504 To		35		140	175			140						175
ProjectID	County	Air Basin		RTP ID		Program	Route	Begin	End	System	Conformity Cate	egory	Amend	
		CCAD		201/10701		NCNH2				L	EXEMPT		2	
RIV071238	Riverside	SSAB		30M0701		INCINIIZ					ETTENII I			
IN THE CIT	Y OF INDIO - TIONS OF AVI	AVE 48 TRAFFIC S ENUE 48/SHIELD R	SIGNAL I OAD AN	NTERCONNE D AT AVENU	E 48/AR	RAFFIC SIG			TION: INST	ALL TWO	INDIO ) NEW TRAFF			W
IN THE CIT INTERSECT TRAFFIC SI Fund	Y OF INDIO - TIONS OF AVI	AVE 48 TRAFFIC S	SIGNAL I OAD AN	NTERCONNE D AT AVENU AND CALHOU CON	E 48/AR N ST. Total	RAFFIC SIC ABIA STR Prior		INSTALLA ND INTER 2008/2009	TION: INST	ALL TWO	INDIO O NEW TRAFF IG TRAFFIC S			Tota
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IN THE CIT INTERSECT TRAFFIC SI Fund CMAQ	Y OF INDIO - TIONS OF AVI IGNALS ON A	AVE 48 TRAFFIC S ENUE 48/SHIELD R VE 48 BTWN JEFFI	SIGNAL I OAD AN ERSON A	NTERCONNE D AT AVENU AND CALHOU CON	E 48/AR N ST. Total	RAFFIC SIG ABIA STR Prior		INSTALLA ND INTER 2008/2009	ATION: INST RCONNECT	ALL TWO	INDIO O NEW TRAFF IG TRAFFIC S	IGNALS AN	ND THE 2 NE	<b>Tota</b> 790
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IN THE CIT INTERSECT TRAFFIC SI Fund CMAQ CITY FUNDS RIV071238 To ProjectID	Y OF INDIO - FIONS OF AVI IGNALS ON A Solution	AVE 48 TRAFFIC S ENUE 48/SHIELD R AVE 48 BTWN JEFFI ENG  100 100 Air Basin	SIGNAL I OAD AN ERSON A R/W	NTERCONNE D AT AVENU AND CALHOU CON 790 102 892 RTP ID	E 48/AR N ST. Total 790 202	RAFFIC SIG ABIA STR Prior Program		INSTALLA ND INTER 2008/2009 790 202	ATION: INST RCONNECT	FALL TWO 7 EXISTIN 2010/20 System	INDIO O NEW TRAFF IG TRAFFIC S. O11 2011/2012 Conformity Cate	2012/2013	2013/2014 Amend	<b>Tota</b> 790
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